

BEAR CREEK DESIGN DISTRICT 1 PROPOSED AMENDMENTS TO THE ZONING CODE

June 14, 2017

Issue / Commissioner	Discussion Notes	Issue status
<p>1. What is the amount, routing, and schedule for LWSD school busses on Avondale Road?</p> <p>(Miller)</p>	<p><u>Staff Comment:</u> The Lake Washington School District (LWSD) has provided data on bus routes using Avondale Road. There are nine bus routes using Avondale in the a.m. and seven bus routes using Avondale in the p.m. The average travel time for the a.m. routes is 24 minutes; with the earliest bus leaving at 6:47 a.m. and the latest at 8:28 a.m. The average travel time for the p.m. routes is 19 minutes and the range of departure times is from 2:06 p.m. to 3:37 p.m. Busses travel in both directions on Avondale Road in the morning and afternoon.</p> <p><u>Public Comment:</u></p> <p><u>PC Comments:</u></p>	<p><u>Opened</u> 6/14/17</p> <p><u>Closed</u></p>
<p>2. What is the relationship of the proposed amendment to the long term vision for pedestrian mobility and safety in the Avondale Corridor?</p> <p>(Miller)</p>	<p><u>Staff Comment:</u> Any future development proposal will be required to meet zoning code requirements for pedestrian crossings, including required site distance. In the future, the City plans additional signals at various locations on Avondale Road that would improve pedestrian access and ensure pedestrian safety. In addition, the proposed amendment provides for public access to natural areas in Redmond, and closing gaps in the City's trail system by maintaining existing regulations that require establishing easements and conditioning development to construct connections to City trails.</p> <p><u>Public Comment:</u></p> <p><u>PC Comments:</u></p>	<p><u>Opened</u> 6/14/17</p> <p><u>Closed</u></p>

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<p>3. Does the traffic study analyze the existing conditions in comparison to what the impacts would be with the proposed amendment?</p> <p>(Rajpathak)</p>	<p><u>Staff Comment:</u> The traffic studies completed by Transportation Engineering Northwest (TENW) and the Transpo Group do not analyze the possible impacts to traffic from the proposed amendment versus existing conditions, but analyze the difference between what the BCDD1 currently allows (see #1 below) and what could be developed under the proposed amendment. Various potential scenarios were compared including:</p> <p>Current zoning using Aegis proposal – 155 senior dwelling units (ages 55+) compared to:</p> <ul style="list-style-type: none"> • 347 senior units; • 248 all-ages dwelling units; and • Current proposal – 195 all-ages dwelling units <p>If a specific project is proposed for the site, the analysis of the potential traffic impacts from the project would be analyzed compared to current conditions without development.</p> <p><u>Public Comment:</u></p> <p><u>PC Comments:</u></p>	<p><u>Opened</u> 6/14/17</p> <p><u>Closed</u></p>
<p>4. What are the current vacancy rates for apartments in Redmond?</p> <p>(Nichols)</p>	<p><u>Staff Comment:</u> The current vacancy rate for apartments in Redmond is 4.1%. This data is an average of apartments of all ages and sizes (studio, 1 bedroom, 2 bedroom, etc.) This data was obtained from Dupre + Scott Apartment Vacancy Report, March 2017.</p> <p><u>Public Comment:</u> Comments made at the public hearing implied that there was an oversupply of multifamily housing in Redmond.</p> <p><u>PC Comments:</u></p>	<p><u>Opened</u> 6/14/17</p> <p><u>Closed</u></p>

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<p>5. What is the relationship between the traffic analysis completed by Transportation Engineering Northwest (TENW) and the Traffic Impact Analysis?</p> <p>(Miller)</p>	<p><u>Staff Comment:</u> The traffic analysis provides a means to evaluate potential traffic impacts resulting from the proposed zoning amendment to allow all-ages multifamily units with a density cap compared to anticipated impacts under the current zoning which is limited to senior housing and the Aegis site plan.</p> <p>Ultimately, the City would require that an applicant for a future development provide a more detailed Traffic Impact Analysis (TIA) for a development application that would require the analysis of the traffic impacts for a specific project. This TIA would include, but may not be limited to, the following:</p> <ol style="list-style-type: none"> 1. Scoping and coordination with the City of Redmond 2. Additional evaluation of off-site intersections 3. Detailed evaluation of site access operations 4. Confirmation of frontage improvements 5. Confirmation of traffic mitigation (off-site and/or access-related improvements, and impact fees) <p><u>Public Comment:</u></p> <p><u>PC Comments:</u></p>	<p><u>Opened</u> 6/24/17</p> <p><u>Closed</u></p>
<p>6. How will stormwater runoff be managed on the site?</p> <p>(Rajpathak)</p>	<p><u>Staff Comment/Recommendation:</u></p> <p>Stormwater management is reviewed during the process of Site Plan Entitlement for a specific project. City of Redmond, State Department of Ecology and Federal regulations must be adhered to. Stormwater must be managed on site and must provide water quality and detention prior to release from the project site. Various items reviewed during this process of Site Plan Entitlement will likely include: water quantity and quality control, rainy season work permitted only with a wet weather TESC (Temporary Erosion and Sediment Control) Plan, floodplain management provisions, wellhead and/or aquifer protection requirements and others. The City strongly encourages the use of Low Impact Development and has included requirements in the proposed amendment (RZC 21.14.070 (E)(7)) "Site design shall incorporate low-impact development technologies to the extent feasible and practicable, including but not limited to, infiltration of non-</p>	<p><u>Opened</u> 6/14/17</p> <p><u>Closed</u></p>

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	<p data-bbox="447 272 1793 418">pollution-generating stormwater and use of pervious paths.” In addition, the proposed amendment language includes requirements for protection of the groundwater, such as “Permanent intrusion of parking garages, basements or similar structures into the groundwater is prohibited.” (RZC 21.14.070 (E) (11)).</p> <p data-bbox="447 456 1556 529">Additional information regarding Low Impact Development (LID) is available at: http://www.redmond.gov/cms/One.aspx?portalId=169&pageId=1851</p> <p data-bbox="447 602 693 638"><u>Public Comment:</u></p> <p data-bbox="447 675 667 711"><u>PC Comments:</u></p>	